(d)
- Frequent drives are conducted against carrying of inflammable materials and dangerous goods in trains and cases are registered under section 164 of the Railways Act by the Railway Protection Force.
- Regular checks are conducted against smoking in trains and cases are registered under section 167 of the Railways Act by the Railway Protection Force.
- Railways are providing fire extinguishers under the charge of the Guard in the Rear Second-class Luggage Room and in Air conditioned coaches for fire fighting in case off any incident.
- Traveling public are being briefed/educated through Mega phones and public address system not to carry inflammable articles on trains.
- Surprise checks are being conducted on the two-wheelers booked for transportation on trains and action is being taken if vehicles are found with petrol.
- All train escorting staff as well as station duty staff are briefed to inform the nearest fire service station to meet eventuality, whenever fire incident are reported on running trains.
- Wide publicity is being given through print/electronic media against the danger of carrying inflammable articles/explosives in trains.

Doubling/electrification of rail line

125. KUMAR DEEPAK DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the rail lines doubled/electrified during 2004-08;

(b) the details of the rail lines for which double laning/electrification already sanction for North Eastern Region so far;

(c) the time by when such work is likely to be completed; and

(d) if no such proposal, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) During 2004-05, 2005-06, 2006-07 and 2007-08, 282, 231, 386 and 426 kilometers of doublings were completed respectively. During the corresponding years 320, 170, 361 and 502 route kilometers of electrification were complete respectively.

(b) and (c) New Guwahati-Digaru (29.8 km.) doubling has been taken up in the region. No target has been fixed for the completion of this doubling. Electrification of Barauni-Katihar-Guwahati rail line which is partly in North Eastern Region has also been taken up and targeted for completion by March, 2012.

(d) Does not arise.

Delayed gauge conversion projects in Rajasthan

126. DR. GYAN PRAKASH PILANIA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of projects which are pending for conversion from meter gauge to broad gauge in Rajasthan;

(b) whether there is any delay in executing these projects;

(c) if so, the reasons therefor and how much delay in case of each project;

(d) whether due to delay in execution of the above projects there was any cost escalation; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Seven.

(b) Yes, Sir.

(c) Though targets are being fixed for the individual projects, the actual execution depends upon the available resources. The gauge conversion of Phulera-Ringus-Rewari was to be completed during 2007-08 but has slipped over and now expected to be completed by 31.10.08.

(d) and (e) The cost escalation on this account has not been assessed separately. However, this may have some minor impact in cost.

Enhancing signalling capacity

127. SHRI SHREEGOPAL VYAS:
SHRI BALAVANT *ALIAS* BAL APTE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is experiencing need to enhancing signalling capacity by human resource and equipment-wise;

(b) whether certain materials are being imported;

(c) if so, whether it has exhausted exploration of required materials from Indian markets;

(d) whether Government is considering public-private partnership in this regard; and

(e) whether a list of required equipment and materials has been prepared and discussed with Indian manufactures and with concerned Ministries?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) There is no proposal for execution of enhancing signalling capacity work through public private partnership model.